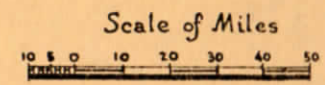


NORTHWESTERN DISTRICT
OREGON DIVISION
 CORRECTED TO APRIL 26, 1964



UNION PACIFIC RAILROAD COMPANY
 NORTHWESTERN DISTRICT



OREGON DIVISION
TIME-TABLE
NO. 45

Effective Sunday
April 26, 1964
At 12:01 A.M. Pacific Time

SPOKANE INTERNATIONAL
RAILROAD COMPANY

TIME-TABLE NO. 64
Effective Sunday
April 26, 1964
At 12:01 A.M. Pacific Time

Safety Always Makes a Suggestion

FOR EMPLOYEES ONLY

D. F. WENGERT
General Manager

W. G. JOHNSON, Superintendent Portland, Ore.
 R. B. Hardin, Assistant Superintendent Portland, Ore.
 E. L. Chantry, Assistant Superintendent Seattle, Wash.
 G. L. Jensen, Assistant Superintendent Spokane, Wash.
 J. F. Chapman, Terminal Superintendent Portland, Ore.
 O. E. Vallen, Terminal Superintendent Seattle, Wash.
 L. J. Schreiber, Asst. Terminal Superintendent Portland, Ore.
 H. E. Sipes, Asst. Terminal Superintendent Seattle, Wash.
 O. D. Christopherson, Trainmaster Spokane, Wash.
 S. R. Tortorelli, Trainmaster Spokane, Wash.
 A. R. Brown, Trainmaster Hinkle, Ore.
 L. B. Maskill, Trainmaster La Grande, Ore.
 J. R. Ferney, Asst. Trainmaster The Dalles, Ore.
 J. E. Pickett, Master Mechanic Portland, Ore.
 J. C. Ladd, Road Foreman of Engines La Grande, Ore.
 A. B. Ziegler, Road Foreman of Engines Portland, Ore.
 H. H. Donaldson, Road Foreman of Engines Portland, Ore.
 G. W. Jones, Road Foreman of Engines Spokane, Wash.
 R. E. Haacke, Division Engineer Portland, Ore.
 C. W. Lee, General Roadmaster Portland, Ore.
 L. G. Malzahn, Supt. of Safety and Courtesy Portland, Ore.
 M. D. Sweet, Asst. Supt. of Safety and Courtesy Portland, Ore.

J. BOWEN
General Superintendent Transportation

First and Second Subdivisions and Branches
 F. H. Cavallo, Chief Train Dispatcher La Grande, Ore.
 J. R. Gerry, Assistant Chief Train Dispatcher La Grande, Ore.
 D. C. Tannehill, Assistant Chief Train Dispatcher La Grande, Ore.
 J. A. Franks, Assistant Chief Train Dispatcher La Grande, Ore.

Third, Fourth and Fifth Subdivisions and Branches
 L. V. Neely, Chief Train Dispatcher Albina, Ore.
 R. V. Dygart, Assistant Chief Train Dispatcher Albina, Ore.
 J. A. Fehr, Assistant Chief Train Dispatcher Albina, Ore.
 J. F. Fehrenbacher, Assistant Chief Train Dispatcher Albina, Ore.

Sixth Subdivision and Branches
 M. H. Galloway, Chief Train Dispatcher Spokane, Wash.
 R. S. Larabee, Assistant Chief Train Dispatcher Spokane, Wash.
 D. E. Widner, Assistant Chief Train Dispatcher Spokane, Wash.
 H. R. Scheminske, Asst. Chief Train Dispatcher Spokane, Wash.

Union Pacific Railroad Employees Hospital Association
Physicians and Surgeons are located as shown below:

Name	Title	Location	Name	Title	Location
Joseph M. Roberts	District Surgeon	Portland, Ore.	Glen V. Axford	Surgeon	Kennewick, Wash.
J. P. Craven	Surgeon	Portland, Ore.	R. A. Gingrich	Surgeon	La Grande, Ore.
David G. Duncan	Surgeon	Portland, Ore.	James J. D. Haun	Surgeon	La Grande, Ore.
Warren W. Hale	Surgeon	Portland-St. Johns, Ore.	W. J. Kubler	Surgeon	La Grande, Ore.
R. W. Hallin	Surgeon	Portland, Ore.	T. B. Lumsden	Surgeon	La Grande, Ore.
Robt. M. Hansen	Aurist	Portland, Ore.	Robert L. Stuart	Oculist and Aurist	La Grande, Ore.
M. H. Johnson	Oculist	Portland, Ore.	J. E. Carsow	Surgeon	Lewiston, Ida.
J. D. Kavanaugh	Surgeon	Portland, Ore.	Wm. P. Marineau	Surgeon	Moscow, Ida.
Alfred J. Kreft	Oculist and Aurist	Portland, Ore.	F. J. Dierickx	Surgeon	Oregon City, Ore.
A. M. Lewis	Surgeon	Portland, Ore.	J. F. Bittner	Physician	Pendleton, Ore.
T. R. Nickelson	Surgeon	Portland, Ore.	E. S. Morgan	Surgeon	Pendleton, Ore.
Edward C. Parkinson	Surgeon	Portland-St. Johns, Ore.	R. J. Weiland	Surgeon	Pomeroy, Wash.
R. L. Olsen	Surgeon	Parkrose, Ore.	H. R. Gahler	Surgeon	St. John, Wash.
P. A. Snedecor	Surgeon	Portland, Ore.	J. L. Ash	Aurist	Seattle, Wash.
R. H. Tinker	Surgeon	Portland, Ore.	Wm. J. Kelly	Physician	Seattle, Wash.
Paul A. Wagner	Surgeon	Portland, Ore.	LeRoy F. Lundy	Surgeon	Seattle, Wash.
E. L. Calhoun	Surgeon	Aberdeen, Wash.	B. E. McConville	Surgeon	Seattle, Wash.
J. R. Higgins	Surgeon	Baker, Ore.	John M. Shiach	Oculist	Seattle, Wash.
Carl R. Kostal	Surgeon	Baker, Ore.	Stephen J. Wood	Surgeon	Seattle, Wash.
Menzie McKim, Jr.	Surgeon	Baker, Ore.	H. E. Eggers	Urologist	Seattle, Wash.
P. W. Ford	Surgeon	Bend, Ore.	B. P. Jacobson	Surgeon	Spokane, Wash.
D. S. Spence	Surgeon	Bend, Ore.	M. F. Kepl	Surgeon	Spokane, Wash.
R. M. Galvin	Surgeon	Centralia, Wash.	R. A. Lower	Oculist and Aurist	Spokane, Wash.
George F. Parke	Surgeon	Centralia, Wash.	Robert L. Pohl	Oculist and Aurist	Spokane, Wash.
W. A. Gamon	Surgeon	Cheney, Wash.	W. H. Tousey	Surgeon	Spokane, Wash.
Conrad Weitz, Jr.	Surgeon	Colfax, Wash.	Charles G. Smick	Surgeon	Sprague-Wells, Wash.
Albert Will	Surgeon	Elgin, Ore.	A. J. Herrmann	Surgeon	Tacoma, Wash.
S. A. McCool	Surgeon	Elma, Wash.	Galen H. Hoover	Physician	Tacoma, Wash.
Lyle C. Ham	Surgeon	Enterprise, Ore.	Paul B. Smith	Oculist and Aurist	Tacoma, Wash.
Frank C. Spratt	Surgeon	Grandview, Wash.	John J. Lorang	Surgeon	Takoa, Wash.
W. H. Wolf	Surgeon	Hepner, Ore.	The Dalles Clinic	Surgeons	The Dalles, Ore.
F. W. Ford	Surgeon	Hermiston, Ore.	H. M. Wiswall	Surgeon	Vancouver, Wash.
M. J. Johnson	Surgeon	Hermiston, Ore.	A. M. Peterson	Surgeon	Wallace, Ida.
Dean M. Macy	Surgeon	Hermiston, Ore.	J. B. Adams	Surgeon	Walla Walla, Wash.
G. C. Carter	Surgeon	Hood River, Ore.	G. A. Falkner	Surgeon	Walla Walla, Wash.
H. D. Lewis	Surgeon	Hood River, Ore.	C. D. Hogenson	Oculist and Aurist	Walla Walla, Wash.
Stanley E. Wells	Surgeon	Hood River, Ore.	W. F. Holmes	Physician	Walla Walla, Wash.
R. W. Cordwell	Surgeon	Kellogg, Ida.	R. W. Stevens	Oculist and Aurist	Walla Walla, Wash.
O. B. Scott	Surgeon	Kellogg, Ida.	A. J. Hockett	Surgeon	Wallowa, Ore.
Robert E. Staley	Surgeon	Kellogg, Ida.	H. C. Lynch	Surgeon	Yakima, Wash.
G. M. Whitesel	Surgeon	Kellogg, Ida.	R. P. Scheffer	Oculist and Aurist	Yakima, Wash.
			John W. Skinner	Surgeon	Yakima, Wash.

WESTWARD					CONDENSED TIME-TABLE					EASTWARD						
FIRST CLASS					Distance from Granger via Boise	Time-Table No. 45					FIRST CLASS					
105	19	457	17	11		April 26, 1964					20	12	106	458	18	
Passenger	Passenger	Passenger	Passenger	Passenger		STATIONS					Passenger	Passenger	Passenger	Passenger	Passenger	
Daily	Daily	Daily	Daily	Daily												
3.45			5.05		0.0	GRANGER							A 7.55		A10.55	
7.25			10.10	12.45	213.9	POCATELLO						A 2.20	3.55		6.15	
7.35			10.50			GLENN'S FERRY						10.55	1.05		2.15	
10.05			2.25	4.00	373.8	BOISE						9.10	11.50		12.35	
11.20			4.05	5.55	448.4	M.T.	HUNTINGTON					M.T.	6.30	10.06		10.00
1.15			6.50	9.05	550.1	P.T.						P.T.	5.20	9.05		8.50
12.16			6.00	8.15		LA GRANDE						2.40	6.45		6.05	
2.40			8.40	11.45	649.7	PENDLETON						12.25	4.31		3.20	
4.45			11.00	2.25	723.9	SPOKANE					A 9.45					
	11.10				941.3	HINKLE					5.40	11.40	3.56		2.20	
5.31	A 3.15		12.15	3.55	755.3	THE DALLES						9.30	2.15		11.55	
7.05			2.40	6.20	855.4	PORTLAND						7.10	12.30	A 9.15	9.45	
A 9.00		9.30	A 5.00	A 8.45	939.5	SEATTLE									5.00	
		A 1.30			1122.7						Daily	Daily	Daily	Daily	Daily	
(18.15)	(4.05)	(4.00)	(24.55)	(21.00)		.....Thru Time.....					(4.05)	(18.10)	(18.25)	(4.15)	(24.10)
51.5	45.8	45.8	37.7	34.6		.....Average speed per hour.....					45.6	39.9	51.0	45.4	38.9

WESTWARD					CONDENSED TIME-TABLE					EASTWARD					
FIRST CLASS					Distance from McCammon	Time-Table No. 45					FIRST CLASS				
			35	47		April 26, 1964					36	48			
			Passenger	Passenger		STATIONS					Passenger	Passenger			
			Daily	Daily											
			11.25		0.0	McCAMMON					A 4.15				
			11.55	12.55	22.7	POCATELLO					3.45	A 2.05			
			12.25			IDAHO FALLS					1.13	12.10			
			1.43	3.00	73.3	ASHTON						10.20			
				5.55	124.3	VICTOR						8.15			
				A 7.30	169.9	BUTTE					7.30				
			A 7.30		285.8						Daily	Daily			
			(8.05)	(6.35)		.....Thru Time.....					(8.45)	(5.50)			
			35.4	22.4		.....Average speed per hour.....					32.7	25.2			

Heavy figures indicate P.M.
Light figures indicate A.M.

MILEAGE

Main Line	776.64
Branches	1165.69
Grand Total	1942.33

WESTWARD				FIRST SUBDIVISION				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A).	FIRST CLASS			Time-Table No. 45 April 26, 1964	Mile Post	FIRST CLASS			SECOND CLASS		
	17	11	105			18	12	106	126		
	Passenger	Passenger	Passenger			Passenger	Passenger	Passenger	Time Freight		
	Daily	Daily	Daily	STATIONS							
BKOPTXYZ	6.00PM	8.15AM	12.16AM	DN-R HUNTINGTON HU	389.4	A 8.50AM	A 5.20PM	A 9.05PM	A 4.15AM		
100 P		8.30		4.9 LIME	384.5						
100 P				7.0 WEATHERBY	377.5						
150 PY		9.00		8.6 DURKEE	368.9		f 4.30				
100 P				7.2 OXMAN	361.7						
125 P		9.25		6.3 PLEASANT VALLEY	355.4						
200 PY				3.5 ENCINA	351.9						
107 P				4.6 QUARTZ	347.3						
220 BKOP XYZ	7.22	10.00	1.30	5.3 DN BAKER BC	342.0	7.25	3.50	7.45			
100 P				4.4 WING	337.6						
100 P		10.12		5.9 HAINES	331.7		f 3.36				
100 P		10.23		0.6 D NORTH POWDER HD	322.1		f 3.25				
107 P				6.6 SAGO	315.5						
136 PY		10.37		2.9 TELOCASET	312.6						
105 P				3.7 CROOKS	308.9						
100 PVY				6.7 D UNION JCT. UN	302.2						
100 P				7.3 LONETREE	294.9						
BKOPTXYZ	8.30PM	11.25AM	2.35AM	5.1 DN-R LA GRANDE RA	289.8	6.05AM	2.40PM	6.45PM	1.30AM		
				(99.6)		Daily	Daily	Daily	Daily Except Sunday and Monday		
	(2.30) 39.8	(3.10) 31.5	(2.19) 43.0	.....Thru Time.....	(2.45) 36.2	(2.40) 37.4	(2.20) 42.7	(2.45) 36.2		
				.....Average speed per hour.....						

No. 11 will stop at Durkee, daily except Sundays and holidays, to permit exchange of mail.
 No. 12 will reduce speed to 35 MPH at North Powder and Haines to permit exchange of mail.
 No. 18 will reduce speed to 35 MPH at North Powder, Haines and Durkee to permit exchange of mail.
 For conditional stops to discharge or pick up revenue passengers, see page 25.
 For stations not shown on schedule pages, see page 16.

WESTWARD				SECOND SUBDIVISION				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A).	FIRST CLASS			Time-Table No. 45 April 26, 1964	Mile Post	FIRST CLASS			SECOND CLASS		
	17	11	105			18	12	106	126		
	Passenger	Passenger	Passenger			Passenger	Passenger	Passenger	Time Freight		
	Daily	Daily	Daily	STATIONS							
BKOPTXYZ	8.40PM	11.45AM	2.40AM	DN-R LA GRANDE RA	289.8	A 5.55AM	A 2.30PM	A 6.40PM	A 1.20AM		
143 PY				7.7 HILGARD	282.1						
139 P				6.5 MOTANIC	275.6						
P				3.5 NORDEEN	272.1						
141 PXY				1.0 KAMELA	271.1						
P				2.8 ROSS	268.3						
WB 102 P EB 100		12.35PM		MEACHAM	265.5						
136 P				7.8 HURON	267.7						
120 P				3.6 CAMP	254.1						
WB 68 PY EB 69				DUNCAN	248.5						
87 P				9.0 BONIFER	239.5						
96 PY		1.30		2.6 GIBBON	236.9						
117 P				7.3 HOMLY	229.6						
116 P				4.9 MINTHORN	224.7						
115 P				5.8 MUNRA	218.9						
69 BJKPV XYZ	11.00	2.25	4.45	DN PENDLETON FD	215.6	3.20	12.25PM	4.31			
155 JP				3.0 RIETH	212.0						
135 P				3.7 BARNHART	208.3						
135 P				9.4 NOLIN	198.9						
135 P	11.34	3.00		6.3 ECHO	192.6						
P	11.39	3.10	5.12	4.2 STANFIELD	188.4						
BKOPXYZ	11.55PM	3.35PM	5.30AM	DN-R HINKLE UK	184.2	2.20AM	11.40AM	3.56PM	10.15PM		
				(105.6)		Daily	Daily	Daily	Daily Except Saturday and Sunday		
	(3.15) 32.5	(3.50) 27.5	(2.50) 37.3	.....Thru Time.....	(3.35) 29.5	(2.50) 37.3	(2.44) 38.5	(3.05) 34.2		
				.....Average speed per hour.....						

For conditional stops to discharge or pick up passengers, see page 25.
 For stations not shown on schedule pages, see page 16.

WESTWARD				THIRD SUBDIVISION				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A).	FIRST CLASS			Time-Table No. 45 April 26, 1964	Mile Post	FIRST CLASS			SECOND CLASS		
	11	105	17			12	106	18	126	Time Freight	
	Passenger	Passenger	Passenger			Passenger	Passenger	Passenger	Time		
Daily	Daily	Daily	STATIONS								
BKOPXYZ	3.55 ¹⁰⁶ PM	5.31AM	12.15AM	DN-R HINKLE UK	184.2	A 11.30AM	A 3.55 ¹¹ PM	A 2.00AM	A 10.05PM		
P	f 4.03		f 12.22	D ORDNANCE RN	177.7	f 11.09		1.41	9.58		
175 P	4.05	5.38	12.24	MUNLEY	175.8	11.07	3.37	1.39	9.56		
130 P	4.11	5.43	12.29	CLARKE	170.0	11.02	3.32	1.34	9.50		
130 P	s 4.18	5.48	s 12.34	D BOARDMAN BD	163.8	s 10.54	3.27	s 1.26	9.43		
125 P	4.28	5.55	12.42	CASTLE	155.7	10.46	3.20	1.18	9.34		
14 JP	4.36		12.50	HEPPNER JCT.	148.2		3.13		9.25		
138 P	4.38	6.02	12.52	WILLOWS	147.0	10.38	3.12	1.10	9.23		
WB 137 EB 112 BKPTX	s 5.00	6.10	s 1.02 ¹⁸	DN ARLINGTON MX	138.5	s 10.30	3.05	s 1.02 ¹⁷	9.13		
130 P	5.06	6.14	1.20	GILMORE	134.0	10.20	3.01	12.44	9.07		
127 P	5.11	6.18	1.25	BLA LOCK	129.3	10.16	2.57	12.40	9.01		
129 P	5.17	6.23	1.32	QUINTON	123.2	10.10	2.52	12.34	8.54		
132 P	5.25	6.30	1.40	GOFF	115.0	10.02	2.45	12.27	8.45		
125 P	5.31	6.35	1.46	RUFUS	109.0	9.56	2.40	12.21	8.37		
130 JP	f 5.36	6.40	1.52	DN BIGGS BX	103.1	9.51	2.35	12.16	8.31		
55	5.39	6.43	1.55	MILLER	100.4	9.47	2.31	12.12	8.28		
JPV	5.44	6.48	2.00	OREGON TRUNK JCT.	95.1	9.41	2.26	12.06	8.22		
75 P	5.47	6.51	2.03	DUNE	91.9	9.38	2.23	12.03AM	8.18		
BKOPTXZ	A 5.55PM	As 7.05AM	A 2.30AM	DN-R THE DALLES DK	85.8	9.30AM	2.15PM	11.55PM	8.10PM		
									Daily Except Saturday and Sunday		
	(2.00) 49.2	(1.34) 62.8	(2.15) 43.7	..... Thru Time.....	(2.00) 49.2	(1.40) 59.0	(2.05) 47.2	(1.55) 51.3	..... Average speed per hour.....	

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 105 is superior to eastward trains of the same class.—See Rule S-72.

The time of No. 126 must be cleared by extra trains in the same direction, in the manner provided by Operating Rule 86.

For conditional stops to discharge or pick up revenue passengers, see page 25.

For stations not shown on schedule pages, see page 16.

WESTWARD				FOURTH SUBDIVISION				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A).	FIRST CLASS			Time-Table No. 45 April 26, 1964	Mile Post	FIRST CLASS			SECOND CLASS		
	11	105	17			12	106	18	126	Time Freight	
	Passenger	Passenger	Passenger			Passenger	Passenger	Passenger	Time		
Daily	Daily	Daily	STATIONS								
BKOPTXZ	6.20PM	7.05AM	2.40AM	DN-R THE DALLES DK	85.8	A 9.25AM	As 2.15PM	A 11.45PM	A 8.05PM		
P	6.25	7.10	2.46	CRATES	81.7	9.17	2.06	11.33	7.53		
131 P	6.31	7.16	2.52	ROWENA	78.5	9.11	2.00	11.27	7.47		
128 P	s 6.40	7.24	3.01	MOSIER	70.2	s 9.02	1.52	11.18	7.39		
WB 67 EB 102 PVX	s 6.55	f 7.33	s 3.17	DN HOOD RIVER KI	62.8	s 8.53	f 1.44	s 11.09	7.31		
126 P	7.01	7.38	3.23	MENO	68.7	8.45	1.39	10.58	7.25		
127 P	7.12 ¹²⁶	7.48	3.35	WYETH	60.2	8.34	1.29	10.47	7.12 ¹¹		
134 P	s 7.22	7.57	3.45	DN CASCADE LOCKS CJ	43.0	s 8.24	1.20	10.38	6.55		
117 P	s 7.30	8.02	3.52	BONNEVILLE	38.7	s 8.16	1.15	10.33	6.48		
126 P	7.40	8.07 ¹²	3.58	DODSON	33.9	8.07 ¹⁰⁵	1.10	10.27	6.41		
126 P	s 7.52	8.14	4.08	BRIDAL VEIL	26.6	s 7.50	1.03	10.19	6.33		
126 P	7.57	8.18	4.13	ROOSTER ROCK	22.7	7.44	12.59	10.15	6.29		
51 102 LJP	s 8.12	8.25	4.24	DN TROUTDALE RN	15.6	s 7.35	12.52	10.08	6.21		
P	8.15		4.29	FAIRVIEW	13.2	s 7.31		10.05	6.18		
48 P	8.20	8.33	4.36	CLARNIE	7.7	7.25	12.45	10.00	6.12		
23 PX	8.25	8.38	4.42	GRAHAM	4.4	7.20	12.40	9.55	6.07		
LJPVXY	8.32	8.45	4.51	EAST PORTLAND	0.5	7.13	12.33	9.48	6.00		
46 P				HEMLOCK	17.0						
PX				FIR	12.4						
BKPPZ	VIA GRAHAM	VIA GRAHAM	VIA GRAHAM	KENTON	8.1	VIA GRAHAM	VIA GRAHAM	VIA GRAHAM	VIA GRAHAM		
JPVY				PENINSULA JCT.	5.6						
JPX				ST. JOHNS JCT.	4.2						
BKOPTXZ				DN-R ALBINA BX	1.6				5.55PM		
LJPVXY	8.32	8.45	4.51	EAST PORTLAND	0.5	7.13	12.33	9.48			
BIKPV	A 8.45PM	A 9.00AM	A 5.00AM	DN-R PORTLAND P-V	0.0	7.10AM	12.30PM	9.45PM			
				VIA GRAHAM (85.8)		Daily	Daily	Daily	Daily Except Saturday and Sunday		
				VIA KENTON (92.2)							
	(2.25) 35.5	(1.55) 44.7	(2.20) 36.8	..... Thru Time.....	(2.15) 38.1	(1.45) 49.0	(2.00) 42.9	(2.10) 39.9	..... Average speed per hour.....	

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 105 is superior to eastward trains of the same class.—See Rule S-72.

The time of No. 126 must be cleared by extra trains in the same direction, in the manner provided by Operating Rule 86.

No. 17 will reduce speed to 35 MPH at Troutdale if arrives Troutdale after 6.00 AM to permit exchange of mail.

No. 18 will reduce speed to 35 MPH at Troutdale to permit exchange of mail.

Between Troutdale and Albina or Portland, extra trains will run via Kenton unless otherwise directed.

At Portland, trains and engines are governed by Operating Rules and special instructions of N. P. T. Company while using N. P. T. Company tracks.

For conditional stops to discharge or pick up revenue passengers, see page 25.

For stations not shown on schedule pages, see page 16.

WESTWARD		JOSEPH BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 45		Mile Post	SECOND CLASS
	305	April 26, 1964			304
	Freight				Freight
STATIONS					
28	PXY	7:00AM	D-R JOSEPH J	83.8	A 1:35PM
22	PX	7:30	D ENTERPRISE RS	78.0	1:05
39		8:00	LOSTINE	67.8	12:25
27	PXY	8:30	D WALLOWA WO	60.0	12:05PM
12	P	9:10	MINAM	47.1	11:25AM
77		9:30	KIMMELL	39.5	11:05
40		9:45	LOOKING GLASS	33.8	10:50
32		10:20	GULLING	25.1	10:20
35	PXY	11:05	D ELGIN GN	20.9	10:10
18	P	11:31	D IMBLER BR	12.3	9:31
20		11:45AM	ALICEL	8.4	9:21
	BJKOPT XYZ	A 12:10PM	DN-R LA GRANDE RA	0.0	9:00AM
(83.8)					
Daily Except Saturday					
(5.10) Thru Time (4.35) 16.2 Average speed per hour 18.3					

WESTWARD		PILOT ROCK BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	Time-Table No. 45		Mile Post		
	April 26, 1964				
	STATIONS				
155	JPX		RIETH	0.0	
22			SPARKS	6.7	
18	X	D	PILOT ROCK	14.3	
(14.3)					

WESTWARD		UMATILLA BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	Time-Table No. 45		Mile Post		
	April 26, 1964				
	STATIONS				
	BJKOP XYZ	DN-R	HINKLE UK	0.0	
95	P	D	HERMISTON	3.9	
	XY		UMATILLA	10.1	
			IRRIGON	17.9	
(17.9)					

WESTWARD		HEPPNER BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	Time-Table No. 45		Mile Post		
	April 26, 1964				
	STATIONS				
39	PXY	D-R	HEPPNER	45.2	
19	P		LEXINGTON	36.3	
7			JORDAN	31.0	
15	P	D	IONE	28.3	
3			McNAB	25.2	
13			MORGAN	19.8	
3			CECIL	14.5	
19	JPX		HEPPNER JCT.	0.0	
(45.2)					

WESTWARD		CONDON BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	Time-Table No. 45		Mile Post		
	April 26, 1964				
	STATIONS				
26	VXY	D-R	CONDON	44.5	
22			GWENDOLEN	36.3	
27			SPEECE	32.3	
26			CLEM	28.6	
29			MIKKALO	24.4	
27			BARNETT	19.7	
11			ROCK CREEK	16.0	
29			SHUTLER	7.3	
	WB 137 BJK EB 112 PTX	DN-R	ARLINGTON MX	0.0	
(44.5)					

WESTWARD		GRASS VALLEY BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	Time-Table No. 45		Mile Post		
	April 26, 1964				
	STATIONS				
14	Y		KENT	52.5	
10			EAKIN	42.5	
28	P		GRASS VALLEY	38.5	
25	P	D	MORO MR	27.0	
16			KLONDIKE	14.2	
32	P		WASCO	9.7	
6			THORNBERRY	5.2	
130	JPX	DN-R	BIGGS BX	0.0	
(52.5)					

Eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
For stations not shown on schedule pages, see page 16.

WESTWARD		BEND BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 45		Mile Post	SECOND CLASS
	313	April 26, 1964			314
	Freight				Freight
STATIONS					
	BKOP VXYZ	5:00 AM	DN-R BEND D	150.0	A 2:30 PM

BETWEEN OREGON TRUNK JUNCTION AND BEND, TRAINS ARE GOVERNED BY OPERATING RULES, TIME-TABLE AND SPECIAL INSTRUCTIONS OF OREGON TRUNK RAILWAY.

WESTWARD		OLYMPIA BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	Time-Table No. 45		Mile Post		
	April 26, 1964				
	STATIONS				
	JPVX	A 12:01PM	OREGON TRUNK JUNCTION	O.O	7:30 AM
(150.0)					
Daily Except Sunday					

(7.01) Thru Time (7.00)
21.4 Average speed per hour 21.4

BEND BRANCH SHOWN FOR INFORMATION ONLY.

WESTWARD		OLYMPIA BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	Time-Table No. 45		Mile Post		
	April 26, 1964				
	STATIONS				
	JPVXY		EAST OLYMPIA	0.0	
	PX		TUMWATER	4.9	
	X		N. P. CROSSING	7.3	
	BKPV XYZ	D-R	OLYMPIA OA	7.4	
(7.4)					

Eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
For stations not shown on schedule pages, see page 16.

WESTWARD		GRAYS HARBOR BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 45		Mile Post	SECOND CLASS
	307	April 26, 1964			308
	Freight				Freight
STATIONS					
	BJKOPT VXYZ	2:00 AM	DN-R CENTRALIA CN	0.0	A 7:45 PM

BETWEEN BLAKESLEE JUNCTION AND CENTRALIA, TRAINS ARE GOVERNED BY OPERATING RULES, TIME-TABLE AND SPECIAL INSTRUCTIONS OF NORTHERN PACIFIC RY.

TIME SHOWN AT CENTRALIA IS FOR INFORMATION ONLY.

WESTWARD		BLAKESLEE JUNCTION		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	Time-Table No. 45		Mile Post		
	April 26, 1964				
	STATIONS				
	JMPVX	2:10AM	BLAKESLEE JUNCTION	2.4	A 7:35PM
	M		N. P. CROSSING	2.4	
	M		C. M. St. P. & P. CROSSING	2.4	
23	P	2:20	GALVIN	5.0	7:25
43	JPV	2:40	12:01AM R HELSING JUNCTION	12.2	A 7:40PM 7:10
48		2:45	12:05 INDEPENDENCE	18.7	7:20 6:50
52	P	3:05	12:30 CEDARVILLE	22.2	7:00 6:30
51		3:20	12:40 LANKNER	26.3	6:45 6:15
44		3:30	12:55 SAGINAW	30.8	6:35 6:05
8 P		3:35	1:00 SOUTH ELMA	32.5	6:30 6:00
53	PXY	4:05	1:35 SOUTH MONTESANO	42.4	6:05 5:35
	X		SOUTH MONTESANO	42.4	
	PVX		D MONTESANO MO	43.9	
53	PXY	4:05	1:35 SOUTH MONTESANO	42.4	6:05 5:35
83	PX	4:35	2:05 COSMOPOLIS	51.2	5:30 5:00
	JVX		SOUTH ABERDEEN JCT.	53.2	
	PUX		N. P. CROSSING	53.3	
82	PVXZ	A 4:45AM A 2:35AM	DN-R ABERDEEN SA	53.9	5:15PM 4:45PM

BETWEEN ABERDEEN AND HOQUIAM, TRAINS ARE GOVERNED BY OPERATING RULES, TIME-TABLE AND SPECIAL INSTRUCTIONS OF NORTHERN PACIFIC RY.

TIME SHOWN AT HOQUIAM IS FOR INFORMATION ONLY.

WESTWARD		HOQUIAM		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	Time-Table No. 45		Mile Post		
	April 26, 1964				
	STATIONS				
	BKOPT XYZ	A 5:00 AM A 3:05 AM	DN-R HOQUIAM HO	57.5	5:00 PM 4:30 PM
(57.5)					
Daily Except Saturday					

(3.00) Thru Time (2.40) (3.15)
19.2 Average speed per hour 17.0 17.6

WESTWARD		YAKIMA BRANCH				EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS				Time-Table No. 45 April 26, 1964	Mile Post	SECOND CLASS				
		373 N. P. Freight	361 Freight	363 Mixed			362 Freight	374 N. P. Freight	364 Mixed		
		Daily Except Sunday	Daily Except Sunday	Daily							
STATIONS											
BKOPTVXYZ				9:30 PM	D-R	YAKIMA NY	98.0			A 2:15 AM	
39 X				9:40		UNION GAP	94.6			1:55	
MP					Block Signal	N. P. CROSSING	91.3				
30 P				9:50			PARKER	90.8			1:45
M					Block Signal	N. P. CROSSING	89.4				
32 P				10:00			DONALD	86.8			1:30
18 PV				10:05		SAWYER	84.5			1:20	
40 PV				10:15	D	BUENA BA	81.6			1:10	
74 PVX				10:22	D	ZILLAH AH	78.5			12:55	
53 P				10:32		GRANGER	73.4			12:25	
52				10:45		EMERALD	67.2			12:05 AM	
35 JPXY				10:53	R	MIDVALE	63.6			11:30 PM	
51 PVX				11:10	DN	GRANDVIEW GW	57.7			11:10	
44 P				11:29		NORTH PROSSER	50.8			10:50	
53				11:45 PM		CHAFFEE	43.0			10:30	
42 P				12:01 AM		BENTON CITY	36.5			10:12	
53				12:15		ACTON	31.3			9:55	
51 JPX		7:40 AM	6:20 AM	12:40	R	RICHLAND JCT.	19.0	A 5:20 AM	A 5:30 AM	9:25	
55 BKPVX		A 8:00 AM	A 6:50 AM	1:20	DN	KENNEWICK KN	13.2	5:00 AM	5:10 AM	8:52	
12 P				1:35		HEDGES	8.7			8:38	
70 JPV				1:45		VILLARD JCT.	7.0			8:30	
70 JPX					C.T.C.	ATTALIA	0.8				
157 JPVXY				A 2:05 AM		DN-R	WALLULA JN	0.0			8:15 PM
						(98.4)		Daily Except Sunday	Daily Except Sunday	Daily	
		(0.20)	(0.30)	(4.35) Thru Time				(0.20)	(0.20)	(6.00)
		17.4	11.6	21.5 Average speed per hour				17.4	17.4	16.3

WESTWARD		SUNNYSIDE BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS				Time-Table No. 45 April 26, 1964	Mile Post	SECOND CLASS			
STATIONS										
35 JPXY					R	MIDVALE	0.0			
PVX					D	SUNNYSIDE SI	2.8			
						(2.8)				

Except in Centralized Traffic Control territory, eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.

No. 362 arriving at Richland Jct. will run as No. 361 Richland Jct. to Kennewick.
 No. 374 arriving at Richland Jct. will run as No. 373 Richland Jct. to Kennewick.
 For stations not shown on schedule pages, see page 16.

WESTWARD		SPOKANE-TEKOA BRANCH				EASTWARD							
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS				Time-Table No. 45 April 26, 1964	Mile Post	SECOND CLASS						
		9 S.I. Freight	298 Freight	391 Mixed			387 Mixed	388 Mixed	392 Mixed	151 Freight	8 S.I. Freight		
		Daily	Daily	Daily Except Saturday			Daily						
STATIONS													
BKPVX				4:20 PM		SPOKANE	165.4			A 10:15 PM			
LJPX		8:50 AM	4:25			N. P. CROSSING	163.5			10:09 A 7:50 PM			
BIJKOP TVXZ		A 9:00 AM	A 4:35 PM	6:00 AM	12:30 AM	EAST SPOKANE	161.0	A 10:30 AM	A 1:25 PM	10:00 PM 7:40 PM			
59 IVX				6:15	12:40	DISHMAN	158.9	10:10	1:10				
35 P				6:25	12:50	CHESTER	155.7	10:00	12:55				
78 P				6:40	1:07	MICA	149.7	9:42	12:36				
P VX				7:05	A 1:30 AM	MANITO	143.6	9:25 AM	12:15				
23				7:21		ROCKFORD	138.4		12:01 PM				
40				7:32		DARKNELL	135.1		11:50 AM				
31 VX				7:42		FAIRFIELD	131.7		11:40				
25				8:05		LATAH	123.3		11:20				
BPHY				A 8:20 AM		TEKOA	116.1		11:01 AM				
						(49.3)		Daily	Daily Except Sunday	Daily			
		(0.10)	(0.15)	(2.20)	(1.00) Thru Time				(1.05)	(2.24)	(0.15)	(0.10)
		15.0	17.6	19.2	17.4 Average speed per hour				16.0	18.7	17.6	15.0

WESTWARD		PLEASANT VALLEY BRANCH				EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS				Time-Table No. 45 April 26, 1964	Mile Post	SECOND CLASS				
		391 Mixed									
		Daily Except Saturday									
STATIONS											
14 JPX		8:50 AM				SELTICE	48.0				
U						G. N. CROSSING	39.8				
U						N. P. CROSSING	39.7				
34 VX		9:30	D	OAKESDALE ON			39.1				
44		10:00		THORNTON			31.2				
M				G. N. CROSSING			30.7				
28 X		10:45	D	ST. JOHN SJ			18.3				
27		11:15		WILLADA			11.5				
53		11:45 AM		GRAVEL PIT			4.4				
63 BJXY		A 12:01 PM	D-R	WINONA WA			0.0				
				(48.0)							
		(3.11) Thru Time								
		15.0 Average speed per hour								

WESTWARD		WALLULA BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS				Time-Table No. 45 April 26, 1964	Mile Post	SECOND CLASS			
STATIONS										
BJKOPVXYZ					DN-R	WALLA WALLA BU	30.9			
5 X						COLLEGE PLACE	28.9			
M						W. W. V. RY. CROSSING	28.7			
17 X						GARRETT	28.6			
10						WHITMAN	24.0			
12						LOWDEN	19.3			
120 PX					D	TOUCHET CH	15.0			
11						REESE	7.5			
PV						ZANGAR JCT.	3.8			
						(30.9)				
JPVXY						WALLULA JCT.	0.0			

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 391 and No. 387 are superior to No. 392 and No. 388 on Spokane-Tekoa Branch.—See Rule S-72.

At Spokane Union Station, trains and engines are governed by operating rules and special instructions of the Union Pacific Railroad, Oregon Division.

No. 298 arriving at Spokane on Sixth Subdivision will run as No. 298 on Spokane-Tekoa Branch Spokane to East Spokane.
 No. 391 arriving at Seltice on Tekoa-Ayer Branch will run as No. 391 Seltice to Winona.
 No. 392 arriving at Tekoa on Tekoa-Ayer Branch will run as No. 392 Tekoa to East Spokane.
 No. 388 arriving at Plummer Jct. on Wallace Branch will run as No. 388 on Spokane-Tekoa Branch Manito to East Spokane.
 S. I. No. 9 arriving at NP crossing on Spokane International Railroad will run as S. I. No. 9 NP crossing to East Spokane on Spokane-Tekoa Branch.
 For stations not shown on schedule pages, see page 16.

WESTWARD		MOSCOW BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 45 April 26, 1964	Mile Post	SECOND CLASS	
	379 Freight			378 Freight	
	Daily Except Sunday				
STATIONS					
BKPVX	8:00AM	D-R MOSCOW MO	28.1	A 2:00PM	
5	8:20	7.6 WHITLOW	20.5	1:10	
U		1.2 N. P. CROSSING	19.3		
23 PX	8:30	D PULLMAN XN	18.7	1:00	
18 P	8:45	0.6 ALBION	12.7	12:25	
19	8:55	3.0 SHAWNEE	9.7	12:10PM	
JMPXY	A 9:20AM	D-R COLFAX CA	0.0	11:30AM	
		(28.1)		Daily Except Sunday	
(0.40)	(0.40)	..... Thru Time.....	(2.30)	(0.40)	
21.1	21.1	Average speed per hour	11.2	23.6	

WESTWARD		TEKOA-AYER BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 45 April 26, 1964	Mile Post	SECOND CLASS	
	355 Freight			391 Mixed	392 Mixed	356 Freight
	Daily Except Saturday			Daily Except Saturday	
STATIONS					
BPXY	8:30AM	D-R TEKOA K	116.1	A10:40AM	
14 JPX	A 8:45AM	R SELTICE	110.4	10:30	
32		5.9 D FARMINGTON FM	104.5	10:20	
M		1.1 N. P. CROSSING	103.4		
U		8.0 N. P. CROSSING	95.4		
38 VX		0.3 D GARFIELD GR	95.1	10:00	
		5.4 ELBERTON	89.7	9:45	
32 JPXY		12.3 D-R COLFAX CA	77.4	9:25	
M		0.1 G. N. CROSSING	77.3		
34		4.8 MOCKONEMA	72.5	8:05	
29		4.0 DIAMOND	68.5	7:55	
27 PX		10.6 D ENDICOTT DI	57.9	7:30	
63 BJPXY	12:15PM	D-R WINONA WA	52.1	7:15	
46	12:25	4.1 SUTTON	48.0	7:05	
26 JPXY	A12:40PM	D-R LA CROSSE JA	41.5	6:50AM	
42		6.5 JERITA	35.8		
44		5.7 HAY	30.2		
60 JPVXY		12.7 D-R RIPARIA XS	17.5		
M		0.1 N. P. CROSSING	17.4		
10 JPXY	7:30PM	R TUCANNON	12.6	A 3:40PM	
41 X	7:35	0.8 PATAHA	11.8	3:35	
64 X	8:00	8.9 RIFTON	2.9	3:10	
BJKOPXY	A 8:10PM	DN-R AYER JD	0.0	3:00PM	
		(116.1)		Daily Except Sunday	
(0.40)	(0.40)	..... Thru Time.....	(3.50)	(0.40)	
18.9	25.0	Average speed per hour	19.5	18.9	

WESTWARD		TUCANNON BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 45 April 26, 1964	Mile Post	SECOND CLASS	
	355 Freight			356 Freight	
	Daily Except Saturday			Daily Except Saturday	
STATIONS					
19		RELIEF	9.3		
JPXY	7:10PM	5.5 STARBUCK	3.8	A 3:50PM	
JPXY	A 7:30PM	R TUCANNON	0.0	3:40PM	
		(9.3)		Daily Except Saturday	
(0.20)	(0.20)	..... Thru Time.....	(0.10)	(0.10)	
11.4	11.4	Average speed per hour	22.8	22.8	

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 379 is superior to No. 378 on Moscow Branch.—See Rule 5-72.

WESTWARD		CONNELL BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 45 April 26, 1964	Mile Post	SECOND CLASS	
	391 Mixed			392 Mixed	
	Monday Wednesday Thursday Sunday			Daily Except Sunday	
STATIONS					
JPXY	12:45PM	D-R LA CROSSE JA	0.0	A 6:40AM	
11 X		14.7 HOOPER	14.7		
32 JPXY	A 1:25PM	R HOOPER JCT.	15.7	6:00AM	
34		7.8 WASHUCNA	23.5		
21 V		13.9 KAHLOTUS	37.4		
18 XY		15.5 CONNELL N	52.9		
		(52.9)		Daily Except Sunday	
(0.40)	(0.40)	..... Thru Time.....	(0.40)	(0.40)	
23.6	23.6	Average speed per hour	23.6	23.6	

WESTWARD		TUCANNON BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 45 April 26, 1964	Mile Post	SECOND CLASS	
	355 Freight			356 Freight	
	Daily Except Saturday			Daily Except Saturday	
STATIONS					
19		RELIEF	9.3		
JPXY	7:10PM	5.5 STARBUCK	3.8	A 3:50PM	
JPXY	A 7:30PM	R TUCANNON	0.0	3:40PM	
		(9.3)		Daily Except Saturday	
(0.20)	(0.20)	..... Thru Time.....	(0.10)	(0.10)	
11.4	11.4	Average speed per hour	22.8	22.8	

WESTWARD		POMEROY BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 45 April 26, 1964	Mile Post	SECOND CLASS	
	355 Freight			356 Freight	
	Daily Except Saturday			Daily Except Saturday	
STATIONS					
35 X	5:30PM	D-R POMEROY PY	28.9	A 5:20PM	
25	5:50	4.5 ZUMWALT	24.4	5:00	
7	6:10	8.1 DODGE	16.3	4:40	
18	6:20	1.8 CHARD	14.5	4:30	
8	6:35	3.2 JACKSON	11.3	4:20	
18	6:50	3.4 DELANEY	7.9	4:10	
JPXY	A 7:10PM	7.9 STARBUCK	0.0	3:50PM	
		(28.9)		Daily Except Saturday	
(1.40)	(1.40)	..... Thru Time.....	(1.30)	(1.30)	
17.3	17.3	Average speed per hour	19.3	19.3	

No. 391 arriving at Tekoa on Spokane-Tekoa Branch will run as No. 391 Tekoa to Seltice.
 No. 391 arriving at Winona on Pleasant Valley Branch will run as No. 391 Winona to La Crosse.
 No. 391 arriving at La Crosse on Tekoa-Ayer Branch will run as No. 391 La Crosse to Hooper Jct.
 No. 392 arriving at Hooper Jct. on Sixth Subdivision will run as No. 392 Hooper Jct. to La Crosse.
 No. 392 arriving at La Crosse on Connell Branch will run as No. 392 La Crosse to Tekoa.
 For stations not shown on schedule pages, see page 16.

WESTWARD		PENDLETON BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 45 April 26, 1964	Mile Post	SECOND CLASS	
	365 Freight			366 Freight	
	Daily Except Sunday			Daily Except Sunday	
STATIONS					
27 X		ALTO	83.0		
		7.5 MENOKEN	75.5		
23		4.2 BOLLES	71.3	A 9:40AM	
28 JPX	11:45AM	D PRESCOTT SY	66.7	9:28	
26 PX	11:58AM	13.1 VALLEY GROVE	53.6	8:52	
21	12:35PM	6.4 N. P. CROSSING	47.2		
U		0.6 W. W. V. RY. CROSSING	46.6		
U		0.5			
BJKOPV XYZ	A12:55PM	DN-R WALLA WALLA BU	46.1	8:30AM	
M		1.9 W. W. V. RY. CROSSING	44.2		
24		4.3 SPOFFORD	39.9		
M		3.6 W. W. V. RY. CROSSING	36.3		
39 PVX		0.1 MILTON-FREEWATER	36.2		
50		9.5 BLUE MOUNTAIN	26.7		
20		3.3 DOWNING	23.4		
66 PX		2.5 D WESTON WT	20.9		
20 PX		3.7 D ATHENA CN	17.2		
41		4.6 ADAMS	12.6		
15		2.6 BLAKELEY	10.0		
BJKVXYZ		10.0 DN-R PENDLETON FD	0.0		
		(83.0)		Daily Except Sunday	
(1.10)	(1.10)	..... Thru Time.....	(1.10)	(1.10)	
21.6	21.6	Average speed per hour	21.6	21.6	

WESTWARD		DAYTON BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 45 April 26, 1964	Mile Post	SECOND CLASS	
	365 Freight			366 Freight	
	Daily Except Sunday			Daily Except Sunday	
STATIONS					
29		TURNER	24.8		
25		2.1 WHETSTONE	22.7		
26 PVXY	11:01AM	D DAYTON DA	18.1	A10:15AM	
U		9.0 N. P. CROSSING	13.0		
U		0.0 N. P. CROSSING	13.0		
VX	A11:03AM	0.1 DAYTON JCT.	12.9	10:13AM	
		(24.8)		Daily Except Sunday	
(0.44)	(0.44)	..... Thru Time.....	(0.35)	(0.35)	
17.9	17.9	Average speed per hour	22.5	22.5	

BETWEEN WAITSBURG JCT. AND DAYTON JCT., TRAINS ARE GOVERNED BY OPERATING RULES, TIME-TABLE AND SPECIAL INSTRUCTIONS OF NORTHERN PACIFIC RY.

VX	11:25AM	R WAITSBURG JCT.	5.2	A 9:53AM	
28 PX	11:31	D WAITSBURG BG	3.5	9:49	
28 JPX	A11:45AM	BOLLES	0.0	9:40AM	
		(24.8)		Daily Except Sunday	
(0.44)	(0.44)	..... Thru Time.....	(0.35)	(0.35)	
17.9	17.9	Average speed per hour	22.5	22.5	

WESTWARD		WALLACE BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 45 April 26, 1964	Mile Post	SECOND CLASS	
	387 Mixed			388 Mixed	
	Daily			Daily	
STATIONS					
VX	1:30AM	N-R MANITO MU	19.8	A 9:25AM	
BETWEEN MANITO AND PLUMMER JCT., TRAINS ARE GOVERNED BY OPERATING RULES, TIME-TABLE AND SPECIAL INSTRUCTIONS OF CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC R. R. CO. TIME SHOWN AT MANITO IS FOR INFORMATION ONLY.					
PVX	2:10AM	DN-R PLUMMER JCT. WJ	16.2	A 8:45AM	
22 PX	2:31	6.6 CHATCOLET	22.8	8:24	
X	2:53	7.7 HARRISON	30.5	7:59	
43 P	3:05	3.5 SPRINGSTON	34.0	7:44	
20 P	3:40	11.3 LANE	45.3	7:09	
33	3:55	3.8 ROSE LAKE	49.1	6:59	
30	4:20	8.6 CATALDO	57.7	6:24	
6 Y	4:35	4.8 ENAVILLE	62.5	6:09	
18	4:40	1.6 PINE CREEK	64.1	5:59	
JX	4:50	3.1 BRADLEY	67.2	5:40	
25 BKOPX	A 5:00AM	DN-R KELLOGG-WARDNER DN	69.2	5:30AM	
31		6.6 OSBURN	75.8		
BPVXZ		4.4 D-R WALLACE WC	80.2		
U		0.2 N. P. CROSSING	80.4		
U		0.2 N. P. CROSSING	80.6		
JX		0.1 WALLACE JCT.	80.7		
5 VX		6.2 D BURKE B	86.9		
		(90.5)		Daily	
(3.30)	(3.30)	..... Thru Time.....	(3.55)	(3.55)	
19.8	19.8	Average speed per hour	17.7	17.7	

WESTWARD		SIERRA NEVADA BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 45 April 26, 1964	Mile Post	SECOND CLASS	
	365 Freight			366 Freight	
	Daily Except Sunday			Daily Except Sunday	
STATIONS					
JX		BRADLEY	0.0		
X		2.0 END OF TRACK	2.0		
		(2.0)			

This branch shown for information as to distances only. It will be operated as a switching spur lying within Bradley-Kellogg-Wardner yard limits.

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 387 is superior to No. 388.—See Rule 5-72.
 For stations not shown on schedule pages, see page 16.

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity See Rule 6(A).	Switch Connection	Location	Mile Post	Car Capacity See Rule 6(A).	Switch Connection
First Subdivision				Grays Harbor Branch			
Nelson.....	372.9	54 P	East	Raisch.....	2.6	7	Both
Second Subdivision				Balch.....	18.3	18 P	Both
Pendair.....	213.5	80 P	Both	Melbourne.....	43.8	..	None
Mission.....	221.2	{18 P 25	Both	Preachers Slough.....	46.7	..	None
Cayuse.....(1)	227.1	48 P	Both	Yakima Branch			
North Fork.....	251.4	16 P	West	Grosscup.....	28.2	8	Both
Third Subdivision				Biggam.....	48.3	10	Both
Seufert.....	87.2	58 P	West	Boone.....	76.4	1	East
Fourth Subdivision				Spokane-Tekoa Branch			
Bruun.....	1.9	12 PX	Both	Rahm.....	125.9	4	Both
Montavilla.....	5.9	8	Both	Freeman.....	146.9	38	Both
Rockwood.....	11.8	60	Both	Pleasant Valley Branch			
Cascade Mfg. Co. Spur.....	12.0	13	West	Juno.....	20.8	10	Both
Eri.....	14.2	4	Both	Huntley.....	22.6	2	Both
Corbett.....(1) (2)	20.3	..	None	Sunset.....	25.4	30	Both
Latourell.....(1) (2)	23.9	..	None	Warner.....	45.3	11	Both
Multnomah Falls.....	29.6	.. P	None	Moscow Branch			
C. L. Lumber Co.....	45.1	11 P	East	Risbeck.....	4.5	6	Both
Farley.....	47.0	102 P	Both	Parvin.....	7.8	8	Both
Chatfield.....	71.8	20 P	West	Armstrong.....	15.7	3	Both
Via Kenton				Tekoa-Ayer Branch			
Champ.....	9.5	7	Both	Little Goose.....	16.9	40	Both
Ward.....	14.2	6	Both	Pierson.....	20.1	3	West
Reynolds.....	20.0	{37 40 P 126	Both West West	Schreck.....	31.9	14	Both
Sixth Subdivision				Thera.....(3)	64.8	15	Both
Humorist.....	222.6	94 P	Both	Crest.....	74.9	..	None
Ice Harbor.....	226.0	{23 10	East West	Glenwood.....	83.5	13	Both
Sheffler.....	244.8	6	Both	Walters.....	98.6	10	Both
Scott.....	252.1	96 P	Both	Connell Branch			
Matthews.....	253.3	5	Both	Pampa.....	4.6	15	Both
Magallon.....	258.6	2	Both	Gordon.....	8.2	7	Both
Park.....	279.3	53 P	Both	McAdam.....	29.3	3	Both
Mack.....	297.0	63 P	Both	Wacota.....	34.1	4	Both
Teske.....	310.6	2	Both	Estes.....	42.3	7	Both
Ashby.....	317.1	44 P	Both	Sulphur.....	46.1	9	Both
Croskey.....	332.9	53 P	Both	Curry.....	51.1	12	Both
Geib.....	345.3	51 P	Both	Tucannon Branch			
Cowles.....	362.0	48 P	Both	Powers.....	2.7	4	Both
Joseph Branch				Pomeroy Branch			
Island City.....	2.6	12	Both	Houser.....	19.1	1	Both
Conley.....	5.9	6	Both	Pendleton Branch			
Vincent.....	40.6	2	East	Havana.....	6.9	11	Both
Harris.....	48.0	6	Both	Bade.....	30.2	13	Both
Sevier.....	56.7	5	West	Barrett.....	33.1	10	Both
Freels.....	75.2	2	West	Prunedale.....	34.2	15	Both
Marble.....	75.8	{5 25	Both West	State Line.....	41.7	10	Both
Pilot Rock Branch				Langdon.....	43.6	12	Both
McBee.....	2.8	2	East	Russell.....	51.8	11	Both
Lens.....	11.2	4	East	Hadley.....	56.5	19	Both
Condon Branch				Berryman.....	59.8	9	Both
Roddy.....	11.2	11	West	Ennis.....	60.9	10	Both
Grass Valley Branch				Robinson.....	67.6	2	Both
Sandon.....	15.6	8	Both	McCall.....	69.4	2	Both
Hay Canyon.....	19.2	{12 15	East West	McKay.....	78.6	6	Both
De Moss.....	23.9	12	Both	Dayton Branch			
Erskine.....	31.3	9	Both	Taggard.....	4.3	1	West
Bourbon.....	45.8	8	Both	Ronan.....	19.3	28	West
				Wallace Branch			
				Shont.....	72.8	3	Both
				Polaris.....	74.6	42	East
				Gem.....	84.1	5 X	Both
				Frisco.....	84.4	7 X	Both

(1) Regular stop for No. 11.
(2) Regular stop for No. 12.

(3) Flag stop for No. 392.

SPEEDS SHOWN BELOW ARE MAXIMUM SPEEDS PERMITTED AND MUST NOT BE EXCEEDED:

Designation "Psgr."—Train with Diesel locomotive and all passenger train equipment.

Designation "Frt." —Train with freight cars; train with caboose only; locomotive without cars; locomotive with cars, other than train movement.

When a freight engine is used in passenger service on a branch line, the speed specified under "Frt." must not be exceeded.

Where two or three speeds are shown on "Reduce Speed" signs, highest speed applies to passenger trains as referred to above; lowest speed applies to freight trains. Where only one speed is shown, it applies to all trains.

Where rules, special instructions or bulletins require movement at restricted speed, movement must be made prepared to stop short of train, obstruction or switch not properly lined, and be on lookout for broken rail or anything that may affect movement of train, but a speed of 15 miles per hour must not be exceeded.

GENERAL

Location	Miles Per Hour		Location	Miles Per Hour	
	Pasgr.	Frt.		Pasgr.	Frt.
Maximum speed.	70	60	Diesel locomotives running light. Will be governed by passenger train speed restrictions but not to exceed; With dynamic brake not in operation, on descending grade in excess of 1 per cent.		50
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. For first 5 miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)		35
When caboose is handled in train consisting of passenger train equipment.	60		Trains handling scale test cars, wedge plows or company roadway machines on their own wheels (except wrecking derricks): Main line; Branch lines.		40 35
When using No. 14 turn-outs.	25	20	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.)		20
When using other cross-overs or turn-outs.	15	15	Jordan spreaders and other machines of spreader type, when in operation.		15
Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch, except at end of double track Biggs.	20	20	Trains handling U. P. ore cars Nos. 26000 to 26499, loaded or empty.		50
Within yard limits: Where protected by continuous block signal system. Where not protected by continuous block signal system: Main line; Branch lines.	60 50 30	35 25 15	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.		20 6
Diesel road freight and road switch locomotives.	65		Trains handling diesel units dead in train: Yard switch units of any type; Foreign line, government, export or commercial diesel units other than yard-switch type; Union Pacific road-switch units of Alco, Baldwin or Fairbanks-Morse type.		35 45 45
Diesel yard-switch locomotives in road service: 1000-1100 class; 1800 class.	35 50	35 50			
When leading unit at front of train is gas turbine or car body type unit backing up.	30	30			
Multiple unit engine when controlled from other than leading unit.	30	30			
Freight trains handling tonnage in excess of 65 tons per operative brake.		30			
Freight trains when more than 50 per cent of the tonnage is wheat, oats, barley, milo, ore, gravel or any combination of the listed commodities.		40			

FIRST SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.		Psg.	Fr.
La Grande Over street crossings within city limits.	20	20	Between Mile Posts— 346.9 and 347.1.	70	55	Between Mile Posts— 364.1 and 364.5.	35	25
Between Mile Posts— Union Jct. 302.6 and 307.4.	35	25	Quartz 348.2 and 349.6.	30	25	366.3 and 366.5.	70	55
307.4 and 311.9.	45	25	351.1 and 353.9.	40	25	Durkee 370.7 and 371.0.	70	55
311.9 and 314.3.	55	40	354.1 and 354.5.	60	30	372.8 and 377.1.	35	25
315.4 and 319.5.	30	20	Pleasant Valley On descending grade between Pleasant Valley and MP 365.0.	50	25	Weatherby 378.1 and 382.0.	40	25
321.3 and 321.6.	70	55				382.3 and 383.9.	60	45
Baker 342.3 and 342.5.	20	20	On descending grade between Pleasant Valley and MP 365.0, freight trains averaging more than 65 tons per operative brake.		20	Lime High line track and connection.		10
Over street crossings within city limits.	15	15	Between Mile Posts— 355.9 and 360.5.	30	25	Between Mile Posts— 384.3 and 385.0.	30	25
Between Mile Posts— 343.6 and 345.2.	45	30	Oxman 362.1 and 363.6.	45	25	385.0 and 388.8.	35	25
						389.0 and 389.8.	20	20
						Huntington		

SECOND SUBDIVISION

Between Mile Posts— Hinkle 188.7 and 191.8.	60	45	Over other street crossings within city limits.	20	20	Between Mile Posts— 247.3 and 248.1.	35	25
Echo Over street crossings.	30	30	Between Mile Posts— 216.3 and 217.4.	40	25	248.4 and 248.6.	50	30
Between Mile Posts— 193.4 and 194.5.	45	30	217.4 and 218.9.	60	45	249.4 and 249.6.	35	25
195.4 and 195.6.	60	45	220.1 and 220.5.	55	40	249.8 and 250.7.	70	55
196.7 and 198.1.	55	40	222.7 and 223.8.	35	25	251.0 and 251.2.	35	25
198.5 and 198.6.	45	30	Minthorn 226.0 and 226.2.	70	55	251.4 and 251.9.	60	45
						227.7 and 231.6.	40	25	252.3 and 257.0.	35	25
Nolin 200.7 and 200.9.	60	45	232.5 and 234.0.	55	40	Huron On descending grade between MP 257.1 and 281.9.	30	25
201.4 and 201.6.	70	55	236.6 and 237.9.	35	25	On descending grade between MP 257.1 and 281.9, freight trains averaging more than 65 tons per operative brake.		20
202.3 and 204.5.	60	45	238.2 and 240.1.	55	40	Between Mile Posts— Hilgard 282.5 and 283.3.	45	30
205.9 and 206.2.	70	55	240.1 and 240.2.	30	25	283.4 and 289.0.	30	20
206.7 and 206.9.	60	45	240.3 and 240.6.	70	55	289.8 and 290.5.	20	20
Barnhart 208.9 and 210.9.	55	40	241.0 and 241.9.	30	25	La Grande		
Pendleton Over S.W. Fourth, Main and S.E. Third Streets.	12	12	242.4 and 243.2.	60	45			
			244.0 and 244.7.	40	25			
			245.7 and 246.1.	60	45			

THIRD SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.		Psg.	Fr.
The Dalles Over street crossings.	12	12	Between Mile Posts— Goff 116.2 and 116.4.	70	55	Between Mile Posts— 138.1 and 139.0.	50	35
Between Mile Posts— 87.3 and 88.2.	70	55	118.5 and 118.7.	70	55	Arlington 140.5 and 141.6.	70	55
Dune 96.5 and 98.8.	70	55	Quinton 123.7 and 123.8.	55	40	141.7 and 142.3.	60	45
98.8 and 99.3.	60	45				124.0 and 124.8.	70	55	143.8 and 144.0.	60	45
Biggs 104.6 and 105.2.	70	55	126.6 and 130.0.	70	55	146.1 and 146.8.	70	55
114.0 and 114.3.	60	45	130.4 and 131.0.	60	45	Willows 148.0 and 148.4.	50	35
114.6 and 115.0.	70	55	132.7 and 132.8.	70	55	Heppner Jct. 149.4 and 154.5.	70	55
			Gilmore 134.7 and 134.8.	70	55	Ordinance 181.8 and 182.0.	60	45
						136.1 and 136.2.	70	55	Hinkle
			137.5 and 137.9.	35	35			

FOURTH SUBDIVISION

Portland Union Station, on all tracks N. P. T. Yard, and through interlocking.	6	6	Between Mile Posts— Rooster Rock 23.8 and 24.0.	55	40	Between Mile Posts— Meno 59.4 and 61.9.	50	35
East Portland Over frogs and railroad crossings and through interlocking and curves, east end of Willamette River Bridge, and on curve at Globe Mill.	8	8	24.8 and 25.9.	60	45	Hood River 63.1 and 64.3.	45	30
Between Portland and Albina, over street crossings.	10	10	Bridal Veil 27.5 and 29.4.	60	45	64.4 and 66.1.	60	45
Kenton Over Columbia Boulevard, near Peninsula Jct.	25	25	30.2 and 31.4.	60	45	66.1 and 66.7.	40	25
Between Kenton and Troutdale via Fir.	35	35	31.7 and 32.8.	70	55	67.1 and 68.2.	60	45
Between Mile Posts— East Portland 1.0 and 2.7.	35	20	Dodson 35.5 and 37.3.	55	40	68.4 and 70.3.	40	25
Bruun 3.2 and 7.6.	50	35	38.2 and 39.9.	60	45	70.4 and 72.7.	55	40
Clarnie 10.9 and 12.0.	50	40	41.4 and 42.5.	35	20	73.7 and 75.0.	60	45
13.2 and 13.5.	45	30	42.8 and 43.0.	70	55	75.1 and 75.9.	55	40
14.8 and 17.9.	70	55	Cascade Locks 43.3 and 46.8.	50	35	76.3 and 77.0.	60	45
18.1 and 18.5.	60	45	46.8 and 47.0.	25	25	77.5 and 78.2.	70	55
20.1 and 22.4.	60	45	47.0 and 48.7.	50	35	79.0 and 79.4.	55	40
			48.7 and 49.4.	35	20	79.4 and 80.3.	70	55
			49.7 and 49.9.	55	40	80.3 and 81.2.	55	40
			Wyeth 50.4 and 52.2.	60	45	Crates 81.8 and 82.1.	60	45
			52.2 and 52.8.	55	40	83.0 and 83.4.	45	30
			53.3 and 54.4.	60	45	84.5 and 85.0.	20	20
			54.6 and 55.8.	35	20			
			55.8 and 58.5.	60	45	The Dalles		

FIFTH SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frts.		Psgr.	Frts.		Psgr.	Frts.
Maximum speed.	70	45	Black River Over slip switches within interlocking, all engines, eastward and westward trains until entire train through slip switches.	15	15	Argo On Eastward track at end of double track MP 180.1.	15	15
Tacoma On curves between Jct. Switch 15th Street and Reservation Tower.	10	10	Between Mile Posts— 178.25 and 178.50.	30	25	Argo Yard All turn-outs.		10
Reservation On curves between Reservation Tower and Tacoma Jct.	20	15	Argo Through interlocking.	30	30	Seattle Over all street crossings between Argo and Seattle.	20	20

SIXTH SUBDIVISION

Maximum speed. Between Hinkle and Walker.	70	50	Between Mile Posts— Page 238.4 and 239.0.	45	35	Between Mile Posts— Hooper Jct. 286.1 and 286.5.	50	40
Between Walker and Chew.	60	45	239.7 and 240.1.	50	40	290.6 and 291.1.	50	40
Between Chew and Spokane.	70	50	240.6 and 244.8.	60	50	291.9 and 292.3.	25	25
Hinkle East and West legs of wye.	20	20	245.1 and 245.7.	45	35	Ankeny 294.4 and 294.5.	40	35
Between Mile Posts— Cold Springs 200.7 and 201.0.	50	45	246.5 and 247.0.	60	50	295.4 and 297.0.	55	45
Juniper 209.2 and 212.7.	40	30	Walker 248.3 and 249.3.	60	50	Marengo 308.6 and 309.0.	60	45
Between Mile Posts—			Scott 252.8 and 253.45 east of Scott.	45	35	Cheney Within city limits.	35	35
Wallula Jct. 214.6 and 215.5 over manual switches.	20	20	256.9 and 257.1.	45	35	Between Mile Posts— 352.8 and 353.5.	55	40
Wallula 216.3 and 216.6.	45	35	Ruxby 260.3 and 260.5.	50	40	354.0 and 363.8 on curves.	60	45
219.7 and 220.0.	45	35	Chew 268.2 and 269.3.	35	35	364.2 and 364.4.	45	35
221.6 and 222.0.	55	45	271.5 and 272.5.	25	15	364.7 and 364.9.	55	40
Humorist 226.7 and 227.0.	55	45	272.7 and 273.2.	45	35	365.1 and 366.2.	25	15
Ash 228.9 and 229.3.	50	40	275.1 and 276.9.	40	35	366.5 and 367.1.	45	25
230.6 and 232.3.	35	30	277.9 and 279.4.	45	35	Over Bridge 367.13.	10	10
232.3 and 234.1.	60	50	Park 280.0 and 281.6.	40	35	Spokane Through Union Station limits.	15	15
234.2 and 234.6.	50	40	281.9 and 282.2.	50	40	Union Station over slip switches.	10	10
235.4 and 236.0.	45	35						

BRANCHES

On branch lines where fish-tail curve marker signs are installed, figure on sign at beginning of curve indicates degree of curvature as shown below, but in no case may permissible speed for such branch be exceeded.

Location	Miles Per Hour	Location	Miles Per Hour	Location	Miles Per Hour
Joseph Branch Maximum speed.	30	4- and 5-degree curves.	15	Cosmopolis Within city limits.	15
3-degree curves.	20	On curves of 6-degrees and over.	10	Handling logs within city limits.	8
4- and 5-degree curves.	15	Between M.P. 33.0 and Thornberry.	20	Between Mile Posts— 53.5 and 53.7.	10
On curves of 6-degrees and over.	10	Between Thornberry and Biggs, on descending grades.	10	Aberdeen Within city limits.	20
Between La Grande and M.P. 13.0.	25	Olympia Branch Maximum speed.	20	Over Boon St. Crossing.	5
Between Mile Posts— 25.0 and 55.0.	25	Olympia Within city limits.	10	Over other street crossings.	10
Between M.P. 72.0 and Joseph.	25	4- and 5-degree curves.	15	Yakima Branch Maximum speed. Between Wallula and Villard Jct.	50
Pilot Rock Branch Maximum speed.	15	On curves of 6-degrees and over.	10	Between Villard Jct. and M.P. 70.0.	35
Umatilla Branch Maximum speed.	25	Grays Harbor Branch Maximum speed.	30	Between M.P. 70.0 and Yakima.	30
Between Mile Posts— Hinkle 0.0 and 0.1.	15	Between Mile Posts— Centralia 1.0 and 1.3.	10	With pile driver 900321.	15
2.3 and 3.7.	20	Blakeslee Jct. 4.3 and 4.7.	20	On 4-degree curves.	35
Hermiston Standard and Union Oil spurs.	6	Galvin 5.1 and 5.7.	15	On 5- and 6-degree curves.	25
On house track west of McNaught Warehouse.	6	6.5 and 6.8.	10	Between Mile Posts— Villard Jct. 7.1 and 7.4.	30
Over road crossing east end of depot.	15	7.1 and 7.5.	20	Bridge 7.44.	15
Umatilla On wye.	10	10.1 and 10.3.	20	Kennewick Over street crossings.	8
Heppner Branch Maximum speed.	25	11.9 and 12.1.	15	Richland Jct. On Govt. track between Richland Jct. and North Richland. Within yard limits.	25 15
3-degree curves.	20	Independence 14.7 and 15.2.	10	Benton City Within city limits.	30
4- and 5-degree curves.	15	16.7 and 16.9.	20	Between Mile Posts— 37.5 and 38.5.	15
On curves of 6-degrees and over.	10	18.5 and 19.8.	15	Grandview Within city limits.	30
Condon Branch Maximum speed.	25	South Elma 32.8 and 33.8.	15	Granger Over street crossings.	30
3-degree curves.	20	34.4 and 34.6.	10	Zillah Over street crossings.	15
4- and 5-degree curves.	15	35.0 and 35.4.	15	Donald Yakima River Bridge 89.35, through gantlet track.	15
On curves of 6-degrees and over.	10	36.1 and 36.3.	15	Over N. P. Crossing and between home signals governing crossing.	20
On descending grades between Speece and Mikkalo.	15	37.5 and 38.2.	20		
On descending grades between Barnett and Rock Creek.	15	38.5 and 39.7.	15		
Grass Valley Branch Maximum speed.	25	41.5 and 42.3.	15		
3-degree curves.	20	Between Mile Posts— Melbourne 44.3 and 45.5.	15		
		46.3 and 46.8.	20		

BRANCHES (Continued)

Location	Miles Per Hour	Location	Miles Per Hour	Location	Miles Per Hour
Yakima Over Yakima Ave., and Walnut Street.	6	Between Mile Posts— Mica 150.5 and 153.9.	20	Between Mile Posts— Touchet 18.5 and 18.6.	25
Over other street crossings.	10	154.3 and 154.5.	25	W. W. V. Ry. Crossing, M.P. 28.7.	12
Sunnyside Branch Maximum speed.	30	154.7 and 155.5.	25	Moscow Branch Maximum speed.	25
Spokane-Tekoa Branch Maximum speed. Between Spokane and Manito.	35	Between Chester and Mica, on descending grade.	25	On curves 7-degrees and over.	20
Between Manito and Tekoa.	30	N. P. Crossing Through interlocking.	10	Colfax Within city limits.	12
Tekoa On west leg of wye.	10	Spokane Over street crossings between N.P. Crossing and city limits.	20	Between Mile Posts— 1.3 and 3.1.	20
Between Mile Posts— 117.2 and 117.5.	20	Between N. P. Crossing and Mission Ave., on line through old yard.	12	5.6 and 7.5.	20
118.1 and 118.3.	25	Through tunnel.	15	8.4 and 8.8.	20
118.5 and 119.7.	20	Pleasant Valley Branch Maximum speed.	25	Shawnee 9.9 and 10.0.	20
120.2 and 121.4.	25	G. N. Crossing, M.P. 30.7.	20	10.8 and 11.2.	20
121.6 and 121.9.	20	On curves of 7-degrees and over.	20	12.2 and 12.5.	20
122.1 and 122.5.	25	Wallula Branch Maximum speed.	30	Albion 13.4 and 13.6.	20
Latah 123.4 and 124.5.	20	On 5- and 6-degree curves.	25	14.3 and 14.9.	20
125.1 and 125.7.	25	On curves of 7-degrees and over.	20	17.5 and 17.7.	20
127.5 and 128.4.	25	Between Mile Posts— Zangar Jct. 5.1 and 6.4.	20	17.9 and 18.0.	20
129.6 and 130.6.	25	6.7 and 6.8.	20	Pullman Within city limits.	15
Fairfield Within city limits.	25	7.0 and 7.1.	20	Over street crossings.	6
Between Mile Posts— 133.3 and 134.6.	20	Reese 7.7 and 8.0.	20	Between Mile Posts— N. P. Crossing 19.9 and 20.0.	20
Darknell 135.3 and 136.3.	25	8.2 and 8.4.	25	24.6 and 24.8.	20
136.6 and 139.2.	20	8.7 and 9.1.	20	25.2 and 25.4.	20
Rockford Within city limits.	20	9.5 and 9.7.	20	Moscow Within city limits.	20
Between Mile Posts— 141.0 and 141.2.	25	10.0 and 10.1.	25	Over street crossings.	12
142.6 and 143.2.	20	10.7 and 10.9.	25		
Manito 147.3 and 148.4.	25	11.1 and 11.4.	25		
		12.1 and 12.3.	20		
		12.5 and 12.6.	25		

BRANCHES (Continued)

Location	Miles Per Hour	Location	Miles Per Hour	Location	Miles Per Hour
Tekoa-Ayer Branch Maximum speed.	30	Between Mile Posts— Diamond 68.8 and 69.0.	25	On 5- and 6-degree curves.	25
Between Ayer and Tucannon.	25	69.9 and 70.1.	25	On curves of 7-degrees and over.	20
On 4-, 5- and 6-degree curves.	25	Mockonema 73.3 and 73.6.	20	Between Hooper Jct. and Connell.	20
On curves of 7-degrees and over.	20	Crest 74.9 and 77.2.	12	Between Mile Posts— La Crosse 3.4 and 3.6.	25
Between Mile Posts— Tucannon 14.0 and 14.1.	25	Colfax Within city limits.	12	6.6 and 6.8.	25
14.3 and 16.1.	25	Between Mile Posts— 78.4 and 78.5.	20	7.2 and 7.8.	20
17.1 and 17.2.	15	79.8 and 80.7.	20	9.2 and 9.7.	20
Over Snake River Bridge 17.23.	5	81.5 and 82.3.	20	Hooper Jct. On connection between Connell Branch and Sixth Subdivision.	15
Between Mile Posts— Riparia 17.7 and 18.1.	20	82.9 and 83.4.	20	Through west leg of wye on 16-degree curve.	8
18.6 and 18.8.	25	83.7 and 84.5.	20	Tucannon Branch Maximum speed.	25
19.7 and 19.9.	20	86.5 and 87.0.	20	On curves of 7-degrees and over.	20
23.1 and 23.6.	25	87.6 and 88.9.	20	Starbuck Within city limits.	15
23.6 and 23.7.	20	89.1 and 89.4.	20	Between Starbuck and Relief.	12
24.5 and 25.0.	25	Elberton Within city limits.	25	Pomeroy Branch Maximum speed.	25
25.4 and 26.9.	25	Between Mile Posts— 90.7 and 91.9.	20	On curves of 7-degrees and over.	20
27.1 and 27.2.	20	92.4 and 92.9.	25	Between Barrett and Downing, on descending grade.	15
27.4 and 27.8.	20	Garfield Within city limits.	25	Starbuck Within city limits.	15
28.2 and 28.7.	20	Between Mile Posts— 101.1 and 101.5.	25	Pendleton Branch Maximum speed.	25
Hay 30.4 and 31.1.	25	102.0 and 102.4.	25	On curves of 7-degrees and over.	20
32.0 and 33.8.	20	Farmington Within city limits.	20	Between Barrett and Downing, on descending grade.	15
34.2 and 35.2.	20	Between Mile Posts— 104.6 and 104.9.	20	Pendleton Over S.W. Fourth, Main and S.E. Third Streets.	12
Jerita 36.2 and 36.9.	20	105.5 and 105.8.	20	Over other street crossings within city limits.	20
37.8 and 39.3.	20	112.2 and 113.1.	25	Between Mile Posts— 2.5 and 3.0.	20
Sutton 49.3 and 50.1.	20	115.6 and 116.0.	20	9.5 and 9.8.	20
Winona 57.2 and 59.0.	15	Tekoa On west leg of wye.	10	Athens Over street crossings.	15
64.9 and 65.2.	25	Connell Branch Maximum speed. Between La Crosse and Hooper Jct.	30		
68.2 and 68.5.	25				

BRANCHES (Continued)

Location	Miles Per Hour	Location	Miles Per Hour	Location	Miles Per Hour
Between Mile Posts— Downing 24.0 and 24.5.	20	Alto		Between Mile Posts— 34.9 and 35.2.	25
25.4 and 26.2.	20	Dayton Branch Maximum speed.	25	38.3 and 38.6.	25
Blue Mountain 29.0 and 29.4.	20	Between Dayton Jct. and Turner.	15	Rose Lake 50.6 and 51.0.	25
29.8 and 30.1.	20	On curves of 7-degrees and over.	20	Dudley 53.6 and 54.2.	25
30.3 and 30.4.	20			54.5 and 54.9.	25
31.2 and 31.7.	20	Bolles 0.4 and 0.6.	20	Cataldo 60.0 and 60.2.	20
32.2 and 32.4.	20			62.4 and 63.2.	25
32.7 and 32.9.	20	Dayton Over street crossings west of Touchet River.	15	Kellog-Wardner Over street crossings.	10
Milton-Freewater Over street crossings.	15	Over all other street crossings.	10		
W. W. V. Ry. Crossing, M.P. 36.3.	15	Wallace Branch Maximum speed.	30	Between Mile Posts— 70.1 and 70.3.	25
W. W. V. Ry. Crossing, M.P. 44.2.	20	Between Plummer Jct. and Chatcolet.	20	70.7 and 70.9.	25
Walla Walla Over street crossings.	12	Between Chatcolet and Harrison.	25	72.4 and 72.6.	25
Within city limits.	20	On 5- and 6-degree curves.	25	Osburn 77.1 and 77.2.	25
On west leg of wye.	8	On curves 7-degrees and over.	20	77.4 and 77.7.	25
Between Mile Posts— 52.7 and 53.4.	20	Between Mile Posts— Plummer Jct. 16.2 and 16.9.	20	78.0 and 78.2.	25
Valley Grove 64.8 and 64.9.	20	17.9 and 18.2.	20	78.6 and 78.7.	20
65.5 and 66.0.	20	18.5 and 20.3.	20		
66.1 and 66.3.	20	20.7 and 21.5.	20	Wallace Over street crossings.	6
Bolles 71.7 and 72.5.	20	Chatcolet Bridge 23.45.	15	Between Mile Posts— 81.4 and 87.3.	20
72.8 and 73.2.	20	Between Mile Posts— 24.1 and 28.4.	20	Burke to Wallace, eastward.	10
74.3 and 76.1.	20	Springston 34.0 and 34.4.	10	Sierra-Nevada Branch Maximum speed.	10
78.4 and 78.5.	20				
78.9 and 79.3.	20				
79.6 and 79.9.	20				
80.8 and 81.2.	20				

Standard clocks are located as shown below:

Albina.....Train Dispatcher's Office	Bend (Joint)....O. T. Ry. Telegraph Office	Olympia.....Telegraph Office
Albina.....Yard Telegraph Office	Centralia (Joint).N. P. Ry. Telegraph Office	Pendleton.....Telegraph Office
Albina.....Crew Dispatcher's Board Room	East Spokane...Trainmen's Register Room	Portland (Joint)
Albina....Trainmen's Register Room West	Hinkle.....Telegraph Office	.....N. P. T. Co. Telegraph Office
End Yard Office	Hinkle.....Enginemen's Register Room	Seattle (Joint)
Albina....Trainmen's Register Room East	Hinkle.....Yard Office	.....Union Station Telegraph Office
End Yard Office	Hoquiam (Joint).N. P. Ry. Telegraph Office	Spokane.....Train Dispatcher's Office
Albina.....Terminal No. 4 Yard Office	Huntington.....Telegraph Office	Spokane.....Telegraph Office
Argo.....Trainmen's Register Room	Kellogg-Wardner.....Telegraph Office	Tacoma.....Yard Office
Argo.....Yard Office	Kennewick.....Telegraph Office	The Dalles.....Telegraph Office
Argo.....Enginemen's Register Room	La Grande.....Crew Dispatcher's Office	The Dalles.....Switchmen's Locker Room
Arlington.....Telegraph Office	La Grande.....Train Dispatcher's Office	Walla Walla.....Telegraph Office
Ayer.....Telegraph Office	La Grande.....Depot Telegraph Office	Yakima.....Telegraph Office
Baker.....Telegraph Office	Moscow.....Telegraph Office	Yakima.....Roundhouse

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
30"	120.	41"	87.8	52"	69.2	1' 3"	57.1	1' 20"	45.	2' 45"	21.8
31"	116.1	42"	85.7	53"	67.9	1' 4"	56.2	1' 25"	42.3	3'	20.
32"	112.5	43"	83.7	54"	66.6	1' 5"	55.3	1' 30"	40.	3' 30"	17.1
33"	109.1	44"	81.8	55"	65.4	1' 6"	54.5	1' 35"	37.9	4'	15.
34"	105.9	45"	80.	56"	64.2	1' 7"	53.7	1' 40"	36.	5'	12.
35"	102.9	46"	78.3	57"	63.1	1' 8"	52.9	1' 45"	34.3	6'	10.
36"	100.	47"	76.6	58"	62.	1' 9"	52.1	1' 50"	32.7	7'	8.6
37"	97.3	48"	75.	59"	61.	1' 10"	51.4	1' 55"	31.3	8'	7.5
38"	94.7	49"	73.5	1'	60.	1' 11"	50.7	2'	30.	10'	6.
39"	92.3	50"	72.	1' 1"	59.	1' 12"	50.	2' 15"	26.6		
40"	90.	51"	70.6	1' 2"	58.	1' 15"	48.	2' 30"	24.		

SYMBOLS AND ABBREVIATIONS
Rules 6 and 6(A)

Rule 6.—The following letters, when placed before the figures of the schedule, indicate:

- L—leave;
- A—arrive;
- s—regular stop;
- f—flag stop to receive or discharge traffic.

Rule 6(A).—The following letters, when placed in the columns provided, indicate:

- B—bulletins;
- D—day operator;
- H—hog drenching;
- I—interlocking;
- J—junction;
- K—standard clock;
- M—railroad crossing protected by signals or gates;
- N—night operator;
- O—oil;
- P—telephone;
- R—train register;
- T—turntable;
- U—railroad crossing not protected by signals or gates;
- V—track connection with foreign railroad;
- X—yard limits;
- Y—wye;
- Z—track scales.

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

Train	At	Discharge Passengers From	Pick Up Passengers Destined To
17	Any station.....	Pocatello or beyond.	
18	Any station.....		Pocatello or beyond.
18	Ordnance.....	Portland or beyond.	
18	Union Jct. North Powder ... Haines.....	Portland or beyond, Tuesdays only.	
18	Any station west of Hinkle.....		Walla Walla or beyond.
19	Hooper Jct.....		Hinkle or beyond.
20	Any station.....	Hinkle or beyond.	

SPOKANE INTERNATIONAL RAILROAD COMPANY

TIME-TABLE NO. 64

Effective Sunday
April 26, 1964
At 12:01 A.M. Pacific Time

D. F. WENGERT, General Manager
W. G. JOHNSON, Superintendent
G. L. JENSEN, Assistant Superintendent
S. R. TORTORELLI, Trainmaster
M. H. GALLOWAY, Chief Dispatcher
R. S. Larabee, Ass't. Chief Dispatcher
D. E. Widner, Ass't. Chief Dispatcher
H. R. Sheminske, Ass't. Chief Dispatcher

Safety and Courtesy Insure Security

S.I.R.R. SURGEONS AND PHYSICIANS

James E. Cunningham, Chief Surgeon, Spokane, Wash.
Alexander Barclay, Jr., Coeur d'Alene, Idaho
J. P. Munson, Sandpoint, Idaho
F. E. Marienau, Sandpoint, Idaho
F. W. Durose, Bonners Ferry, Idaho

STANDARD CLOCK LOCATIONS

East Spokane—Trainmen's register room
Sandpoint—Telegraph Office
Bonners Ferry—Telegraph Office
Eastport—Telegraph Office

RAILROAD RADIO CALL LETTERS AND NUMBERS

Dispatcher—KOH 379
Yard Office—KOG 686
Trentwood—KOK 694
Coeur d'Alene—KOG 685
Sandpoint—KOG 679
Bonners Ferry—KOG 680
Eastport—KOG 681

SYMBOLS AND ABBREVIATIONS

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B—bulletins;	P—telephone;
D—day operator;	R—train register;
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I—interlocking;	U—railroad crossing not protected by signals or gates;
J—junction;	V—track connection with foreign railroad;
K—standard clock;	X—yard limits;
M—railroad crossing protected by signals or gates;	Y—wye;
N—night operator;	Z—track scales.
O—oil;	

When and where conditions require it, trains will
sacrifice speed for safety.

Ratings and Tonnage will be handled by the Chief Dispatcher.
For Speed Table see page 25 Oregon Division Time Table.

WESTWARD		SPOKANE SUB-DIVISION				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS				Time-Table No. 64 April 26, 1964	Mile Post	SECOND CLASS		
	9 Freight						8 Freight		
	Daily						STATIONS		
91	BKPRVXYZ			4.00AM	DN	EASTPORT	RO	140.8	A 2.25AM
49	P			4.30		MEADOW CREEK		126.8	12.07AM
36				4.39		EILEEN		123.1	11.58PM
39	PX			4.51		MOYIE SPRINGS		119.2	11.48
52	BKOPRVWXY			5.20	DN	BONNERS FERRY	BY	109.6	11.25
	MX					K. V. CROSSING		109.3	
25	P			5.34		DEEP CREEK		103.7	11.02
103	P			5.48		SHILOH		95.5	10.47
64	P			5.58		ELMIRA		89.9	10.37
48	P			6.03		SAMUELS		86.8	10.32
63	P			6.11		FOREST SIDING		82.4	10.24
52	BKMPVXYZ			6.28	DN	SANDPOINT	SA	74.7	10.12
	VX			6.36		DOVER		71.7	9.57
66	P			6.43		GRAVEL PIT		68.8	9.50
103	P			7.03		VAY		67.7	9.30
52	P			7.15		CLAGSTONE		60.1	9.19
50	P			7.28		ATHOL		42.7	9.07
Spur 36				7.36		CHILCO		36.5	8.59
37	JPXY			7.51		COEUR D'ALENE JCT.		25.5	8.44
60	MPVX			7.57		GRAND JCT. (C.M. ST.P. & P. and N.P. Crossing)		22.1	8.37
						STATE LINE		18.5	
60				8.05		EAST FARMS		18.0	8.30
27	PXY			8.18	D	TRENTWOOD-VELOX	KD	10.8	8.18
24	JPVX			8.30		MILLWOOD-IRVIN		6.8	8.10
293	PVXYZ			8.40		SPOKANE SHOP		2.7	8.00
	JPX			A 8.50AM		N. P. CROSSING			7.50PM
	BJKOPTVXZ			A 9.00 AM		East Spokane			7.40 PM
						(139.7)			Daily
				(4.50)	Thru Time.....	(6.35)			
				28.9	Average Speed per Hour.....	21.2			

Eastward trains are superior to trains of the same class in opposite direction.—See Rule S-72.
 S. I. No. 8 arriving at NP crossing on Spokane-Tekoa Branch will run as No. 8 on Spokane International Railroad.
 Between East Spokane and NP crossing, trains will be governed by operating rules, Time-Table and special instructions of Union Pacific Railroad, Oregon Division.
 Time shown at East Spokane is for information only.

WESTWARD		COEUR D'ALENE BRANCH				EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS				Time-Table No. 64 April 26, 1964	Mile Post	SECOND CLASS	
	9 Freight						8 Freight	
	Daily						STATIONS	
	MPRXY				D	COEUR D'ALENE	CN	9.0
17	MVX					GIBBS		7.6
37	JPXY					COEUR D'ALENE JCT. (9.0)		0.0

**SIDINGS AND SPURS
SPOKANE SUB-DIVISION**

	Mile Post	Opens	Car Capacity		Mile Post	Opens	Car Capacity
Center Spur.....	3.7	West	2	N. P. Transfer.....	76.2		
Parkwater.....	4.1	West	5	Track No. 1.....		Both	28
Airway.....	5.0	West	4	Track No. 2.....		Both	39
Millwood-Irvin.....	6.8			Track No. 3.....		Both	36
Team Track.....		West	2	Track No. 4.....		Both	35
Apple Spur.....		West	14	Sandpoint East Siding.....	76.5	Both	102
Irvin Siding.....		Both	26	Naples.....	97.7	West	8
Trentwood-Velox.....	10.8			Burns.....	101.5	West	13
Velox Siding.....		Both	34	Deep Creek Planing Mill Track..	101.5	East	5
West Wye Track.....		West	29	Bonnors Ferry.....	109.6		
East Wye Track (Main Lead)...		East	30	West Storage Track.....		Both	63
East Siding.....		Both	9	Passing Track.....		Both	52
West Siding.....		Both	17	House Track.....		East	6
Cominco No. 3 Track.....		Both	22	Oil Spur.....		West	13
Trentwood Passing Track.....		Both	27	Thompsons.....		East	17
Austin.....	12.5	East	46	Cinder Spur.....		East	25
Eastfarms Apple Spur.....	19.0	East	22	Moyie.....	119.0		
Interstate.....	20.19	West	6	Log Siding.....		Both	24
Haycroft Spur.....	26.5	East	5	Saddler Siding.....		Both	22
Chilco Spur.....	36.5	East	36	Sinclair.....	135.1	West	12
Vay Industry Spur.....	57.7	East	5	Addie.....	137.1	West	12
Collala.....	62.9	West	5	Eastport.....	140.8		
Gravel Pit Spur.....	68.8	West	12	New Passing Track.....		Both	91
Dover.....	71.7			Track No. 1.....		Both	41
G. N. Transfer.....		West	24	Track No. 2.....		Both	36
Board Plant.....		West	14	Track No. 3.....		Both	32
No. 2 Track.....		West	20	Warehouse Track (U. S. Side)..		Both	10
Run-a-round Track.....		Both	6				
Sandpoint.....	74.7						
West Passing Track.....		Both	52				
Fansler.....		East	1				
Shell.....		West	7				
CoOp Gas.....		West	3				
Ames Spur.....		West	5				
Long House.....		Both	49				
Short One.....		East	10				
Scale Track.....		Both	25				
Material Spur.....		East	15				
Wendt Spur.....		East	4				
Hedlund Dock Spur.....		West	7				
Hedlund Lumber Spur.....		East	12				

COEUR D'ALENE BRANCH

	Mile Post	Opens	Car Capacity
Feeley's Spur.....	2.7	West	9
Cement Spur.....	6.75	West	4
N.W. Timber Spur.....	7.5	West	7
Winton Lumber Spur.....	7.6	East	6
Lafferty Log Spur.....	8.4	West	31
Lafferty Pole.....	8.4	West	1
Rupp Spur.....	8.9	East	6
House Track.....	9.0	East	11

SPEEDS SHOWN BELOW ARE MAXIMUM SPEEDS PERMITTED AND MUST NOT BE EXCEEDED:

Where rules, special instructions or bulletins require movement at restricted speed, movement must be made prepared to stop short of train, obstruction or switch not properly lined, and be on lookout for broken rail or anything that may affect movement of train, but a speed of 15 miles per hour must not be exceeded.

Where one speed is shown, on "Reduced Speed" signs, it applies to all trains.

GENERAL

Location	Miles Per Hour	Location	Miles Per Hour
Maximum speed.	49	Trains handling scale test cars, wedge plows or company roadway machines on their own wheels (except wrecking derricks):	30 20
When using cross-overs or turn-outs.	15	Main line; Branch lines.	
Within yard limits:	35	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power.	25
Where protected by continuous block signal system.	25	(Slower speed must be observed where conditions require.)	
Where not protected by continuous block signal system:	15	Jordan spreaders and other machines of spreader type, when in operation.	15
Main line;		Trains handling U. P. ore cars Nos. 26000 to 26499 loaded or empty.	50
Branch lines.		Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules:	20 6
Diesel yard-switch locomotives in road service:	35	Maximum speed.	
1000-1100 class;	50	Through truss bridges.	
1800 class.		Trains handling diesel units dead in train:	35 45 45
When leading unit at front of train is gas turbine or car body type unit backing up.	30	Yard switch units of any type;	
Multiple unit engine when controlled from other than leading unit.	30	Foreign line, government, export or commercial diesel units other than yard-switch type;	
Freight trains handling tonnage in excess of 65 tons per operative brake.	30	Union Pacific road-switch units of Alco, Baldwin or Fairbanks-Morse type.	
Freight trains when more than 50 per cent of the tonnage is wheat, oats, barley, milo, ore, gravel or any combination of the listed commodities.	40		
Trains handling wrecking derricks:	40		
Derricks with 6-wheel trucks.	35		
Derricks with 4-wheel trucks.	20		
For first 5 miles after leaving initial terminal with derricks not equipped with roller bearings.			
(All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			

SPOKANE SUB-DIVISION

Between Mile Posts—	Restricted Speed	Between Mile Posts—	
NP Crossing and 2.7		Deep Creek	35
Spokane Shop	25	105.5 and 109.0	
2.7 and 7.0		109.0 and 110.2	15
Over Argonne Street, Millwood	5	Bonnors Ferry	
Between Mile Posts—		110.2 and 114.5	35
Athol		114.5 and 115.7	20
43.1 and 43.5	40	115.7 and 116.7	35
45.4 and 47.5	40	116.7 and 117.3	15
Vay		117.3 and 120.2	30
60.0 and 68.7	40	Moyie Springs	
68.7 and 75.2	30	120.2 and 121.1	20
Forest Siding		121.1 and 123.7	30
83.0 and 86.0	35	Eileen	
Elmira		123.7 and 124.2	15
92.6 and 96.6	35	124.2 and 140.8	30
Shiloh			
96.6 and 100.5	30		

COEUR D'ALENE BRANCH

Maximum speed	25	Between Mile Posts—	
		A-6.8 and A-7.2	15